

LOC/DME I-RDM 109.1 Chan 28	APP CRS 226°	Rwy Ldg TDZE Apt Elev 7031 3067 3082
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ILS or LOC RWY 23
ROBERTS FLD (RDM)

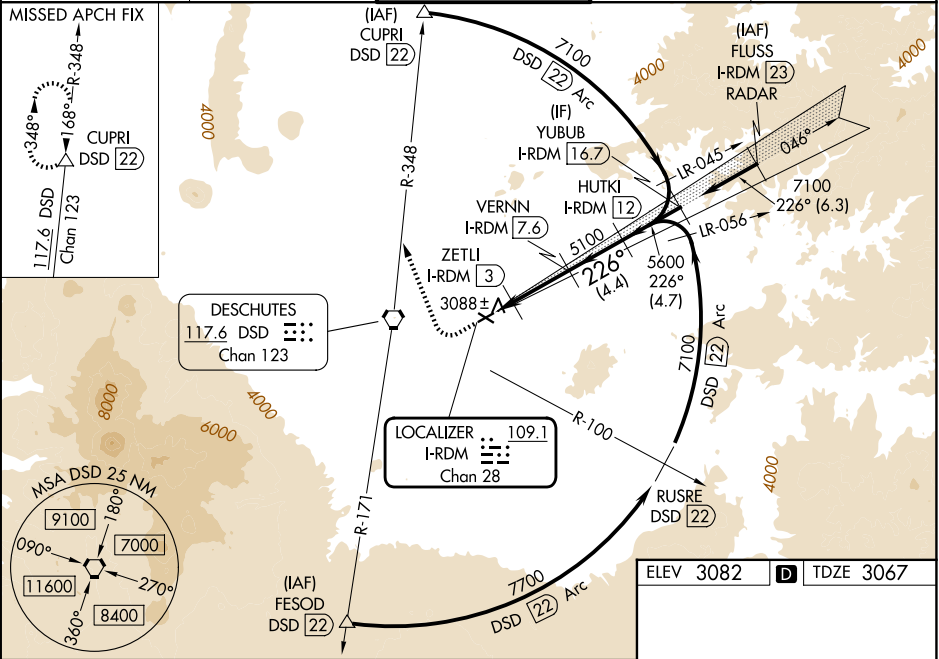
DME required. RADAR required for procedure entry at FLUSS.

⚠ Autopilot coupled approach NA below 4370. VDP NA when using BDN altimeter setting. For inop ALS, increase S-ILS 23* Cat E visibility to ¾ SM, S-ILS 23 Cat E visibility to 1 SM, and S-LOC 23 Cat C/D/E visibility to 1 SM. For inop ALS when using BDN altimeter setting, increase S-ILS 23* Cats D/E visibility to ¾ SM, S-ILS 23 Cats A/B/C to ¾ SM, Cat D to 1 SM, Cat E to 1 ½ SM; and increase S-LOC 23 Cats C/D/E visibility to 1 ½ SM. When local altimeter setting not received, use BDN altimeter setting and increase ILS 23* DA to 3348 feet; increase S-ILS 23 DA to 3473 feet and visibility Cat E ¼ SM. Increase all MDAs 100 feet and S-LOC 23 visibility Cat C/D/E ¾ SM, and Circling visibility Cat C/D/E ½ SM.

MALSR
A5

MISSED APPROACH: Climb to 3700 then climbing right turn to 7000 on heading 320° and on DSD VORTAC R-348 to CUPRI/DSD 22 DME and hold.
*Missed approach requires minimum climb of 223 feet per NM to 4860 for Category D/E aircraft.

ATIS 119.025	SEATTLE CENTER 126.15 269.475	REDMOND TOWER★ 124.5 (CTAF) 0 256.8	GND CON 121.8	UNICOM 122.95
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3700	7000	CUPRI	Use I-RDM DME when on the localizer course.	HUTKI	YUBUB
hdg 320°	DSD R-348	△	VERNN I-RDM [7.6]	I-RDM [12]	I-RDM [16.7]
I-RDM [1.3]	I-RDM [2.4]	I-RDM [3]	5100	5600	7100
1.1 NM	0.6	4.6 NM	4.4 NM	4.7 NM	GS 3.00° TCH 50
CATEGORY	A	B	C	D	E
S-ILS 23*	NA			3267-½	200 (200-½)
S-ILS 23	3267-½	200 (200-½)		3321-½	3392-½
				254 (300-½)	325 (400-½)
S-LOC 23	3440-½	373 (400-½)		3440-5/8	373 (400-5/8)
CIRCLING	3540-1	3560-1	3660-1½	3760-2¼	3840-2¾
	458 (500-1)	478 (500-1)	578 (600-1½)	678 (700-2¼)	758 (800-2¾)
REIL Rwy 5, 11, and 29					
HIRL Rwy 5-23					
MIRL Rwy 11-29					